

Feb. 18.

HERRING SEASON NOW CLOSING.

Fifty-Two American Crafts Have Engaged in Fishery.

The arrival here yesterday afternoon of the Bucksport, Me., sch. Elizabeth N., from Bay of Islands, N. F., brings the end of the herring close in sight, as far forth as arrivals are concerned. There now remain to come, one craft with salt barrelled herring from Bay of Islands, a chartered British craft, from Fortune Bay with a cargo of frozen herring and possibly two or three Nova Scotia crafts from the latter place, also with frozen herring, although these latter may not come to this market. It is not known for sure that these latter crafts have yet loaded.

This season 52 American crafts engaged in the Newfoundland herring fishery and six made second trips, while one, sch. Indiana, is now all ready to start on her third trip of the season to Bay of Islands, N. F. Thus far, the American vessels have landed 56 cargoes. Sch. James A. Garfield is still at Bay of Islands, after salt barrelled herring and sch. Lizzie Griffin, with part of a load of salt herring, is believed to have arrived at Bangor, her home port, or Bucksport, this week, or may be on the way here with her cargo. One schooner, the Henry M. Stanley of this port, was lost at Bay of Islands.

Five British crafts have landed herring fares at this port this season, one being from Nova Scotia, with a pickled, barrelled fare, and the others from Newfoundland with salt herring fares. At Boston, one British schooner has landed a fare of frozen herring and one Nova Scotia craft brought a load of Newfoundland salt and pickled herring, barrelled.

Total Receipts at This Port Nearly 80,000 Barrels.

Thus far this season, the herring fleet has landed at this port, 56,674 barrels of salt bulk herring, 7955 barrels of barrelled salt, pickled and ripped herring, and 15,025 barrels of frozen herring, a total of 79,654 barrels.

At Boston, in the two fares landed there, direct, were 244 barrels of salt bulk herring, 868 barrels of barrelled salt, pickled and ripped herring and 800 barrels of frozen herring, a total of 1908 barrels.

This gives a total of 81,563 barrels of herring of all kinds landed at Gloucester and Boston, by the winter herring fleet, all being from Newfoundland excepting one cargo of about 800 barrels of barrelled pickled herring, from the vicinity of Liverpool, N. S.

Sch. Elizabeth N., here this morning, brings one of the largest fares of the season. She comes from Bay of Islands, N. F., leaving there a week ago last Saturday and brings 800 barrels of salt herring, 800 barrels of frozen herring and 60 barrels of pickled herring. She had a hard, rough passage and Capt. Gott eased her along with her big cargo, harboring at North Sydney, C. B., and Liverpool, N. S., on the way.

Feb. 18.

SCH. MOOWEEN AT HALIFAX.

Landed Capt. McDonald at That Port for Medical Treatment.

Word was received yesterday at T wharf, Boston, that the halibut sch. Mooween, Capt. Daniel McDonald had put in at Halifax, N. S., Wednesday, to land her skipper, who was ill.

The Mooween has been out quite a while and evidently Capt. McDonald has not been well all the trip, as only a short time after leaving here she put in at a Cape Breton port, where he had medical attendance and went to the hospital for treatment, suffering severely from erysipelas. At one time his jaws were securely locked, but he got better and went out again, all the crew staying by the vessel while he was in the hospital, and went out to the fishing grounds. It is supposed that he is now suffering from a return of the same trouble.

The dispatch also says that the craft sold part of her fare of halibut at Halifax and would proceed, with a good fare, to Boston.

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FISH FARES STILL HIGH.

Figures of the Week Kept Up Today.

Quite a lot of very remunerative fares arrived at T wharf since last report. Most of them hit the dock yesterday afternoon. Nothing came during the night except the market boat Washakie and she sold this morning at fancy figures, \$5.75 for cod and haddock and \$4 for pollock.

Schs. Cynthia, Capt. Geoffrey Thomas and Thomas S. Gorton, Capt. William H. Thomas, who are running on schedule and fighting for the lead of the fleet, both got in yesterday afternoon with big fares, the former with 82,000 pounds and the latter with 60,000 pounds. Both sold for advanced prices and are in for big stocks. Sch. Rex, Capt. John Grady, also had a fine fare and schs. Gertrude and Robert and Arthur, also of the off-shore fleet had fair catches. The latter has been out only three days, and did not sell until this morning and got a big boost on price, for her haddock brought \$4.25, large cod \$5 and markets \$3.50.

The off-shores yesterday afternoon sold at various figures. Sch. Cynthia got \$3.20 right through, for old and new haddock. Others sold new haddock at \$3.60. Old off-shore large cod brought \$2.25 with \$4 for new. Markets were about \$3.

The receipts in detail are:

Boston Arrivals.

Sch. Washakie, 4300 haddock, 1600 cod, 6000 pollock.

Sch. Rex, 40,000 haddock, 18,000 cod.

Sch. Thomas S. Gorton, 42,000 haddock, 18,000 cod.

Sch. Lillian, 1300 haddock, 600 cod, 1600 hake.

Sch. Massasoit, 2900 cod, 500 pollock.

Sch. Cynthia, 50,000 haddock, 30,000 cod, 2000 pollock.

Sch. Robert and Arthur, 20,000 haddock, 15,000 cod.

Sch. Thomas J. Carroll, 5000 haddock, 1500 cod, 700 pollock.

Sch. Gertrude, 28,000 haddock, 6000 cod, 1000 pollock.

Off-shore haddock, \$3.20 to \$4.25 per cwt.; off shore large cod, \$3.25 to \$5; off shore market cod, \$3 to \$3.50; shore haddock, \$5.75; shore cod, \$5.75; pollock, \$3.75.

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Stocked \$2500 on Haddock Trip.

Sch. Thomas S. Gorton, Capt. William H. Thomas, stocked \$2500 on her haddock trip landed at T wharf yesterday.

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STORM HOLDS UP ARRIVALS.

Schooner With Salt Herring Only One at This Port.

The storm yesterday put an embargo on shore fishing operations and tied up the shore market boats and also the pollock fleet, all of which are still in port this morning, as it is still blowing hard and the wind hangs on the eastern board outside.

The only arrival with fish is the sch. Elizabeth N., of Bucksport, Me., from Bay of Islands, N. F., with a full cargo of frozen herring, and pretty near winds up the season as far as that bay is concerned although sch. James A. Garfield is still to come with salt barrelled herring.

The arrivals and receipts in detail are:

Today's Arrivals and Receipts.

Sch. Ellen C. Burke, shore, 6000 lbs. fresh fish.

Sch. Flora J. Sears, shore, 4000 lbs. fresh fish.

Sch. Mary Edith, shore.

Sch. Helen B. Thomas, shore.

Sch. Hortense, shore.

Sch. Elizabeth N., Bay of Islands, N. F., 800 bbls. frozen herring, 800 bbls. salt herring, 60 bbls. pickled herring.

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Today's Fish Market.

Bank halibut, 14 cts. per pound for white and 11 cts. for gray.

Large halibut cod, \$3 per cwt.;

medium cod, \$2.75; snappers, \$1.50.

Trawl salt Georges cod, large,

\$3.50; mediums, \$3.

Large salt headline Georges cod,

\$3.50! mediums, \$3.00.

Trawl bank cod, large, \$3 per cwt.;

medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50 per cwt.;

medium, \$2; snappers, \$1.

Salt pollock, \$1.25 per cwt.;

salt haddock, \$1.25; salt hake, \$1.25.

Splitting prices for fresh fish, West-

ern cod, large \$2 per cwt.;

medium do., \$1.65; Eastern cod, large, \$1.60;

medium cod, \$1.40; cusk, \$1.60 for

large, \$1.20 for medium and 50c for

snappers; haddock, 80 cts.;

hake, 90 cts.;

pollock, round 65 cts., dressed

70 cts.

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Irish Mackerel and Herring.

The Fishing Gazette's Irish correspondent writes as follows:

Mackerel fishing off this coast during this winter has not been as successful as was anticipated early in September. Large shoals were then everywhere to be seen, and good catches were made, both by seine and drift net, until about the middle of October. Since that time mackerel have been very scarce. Those taken have been sent to the fresh market, so the number of barrels of late-caught on hand on this coast is very small.

We are looking forward to our spring and summer mackerel fishing opening up earlier this year. The season has been growing later each year, so late that now instead of a spring fishing commencing on March 17, (St. Patrick's Day), it does not start until about April 20, and continues till July 1.

Herrings have been plentiful on the northwest shore for the past six weeks, and prices have been high; but the greater part has been sent to the fresh (English) markets.

Crews Scarce in Nova Scotia.

A writer in the Halifax Chronicle, in dealing with the question of securing fishing crews, says that the scarcity of men prevents a number of vessels from making spring trips. He goes on to say:

"As it stands now the bank fleet is not one-half what it was 10 years ago, and the prospect of it picking up is very slim, unless some great change comes over the manner of carrying on this branch of the fishing industry.

"Several trying subjects which the masters have to contend with, could no doubt be successfully dealt with and overcome if they had a proper organization. These difficulties are shortage of crews, proper articles so that the masters would have control of the crews, and a change in the mode of paying bounty. Surely some way can be found in using the fishery award to a better advantage than is at present in vogue."

Salt Fish Trade.

The Fishing Gazette says of the state of the salt fish trade:

"There is a fairly active market for salt fish, the Lenten season having stimulated the demand. Foreign and domestic mackerel are firm. Holland herring are selling well. In Scotch, the quotations remain as last week, and favor the buyer.

"Newfoundland herring are having a good sale, the medium split being quoted at \$5.50 per barrel, and the round large at \$6.

"A leading dealer regards the tendency of herring prices in general as toward a higher level. In Scotland stocks are practically exhausted. In the various European countries there is an estimated herring shortage of about 200,000 barrels."

Former Gloucester Vessels.

Another United States fishing vessel has been added to the fleet engaged off the west coast of Vancouver Island. The high price of halibut is attracting many vessels to the fishing banks. The schooner Carrier Dove, formerly of this port, which was recently sold at auction for about \$9,500, will leave under command of Capt. Kildall for the halibut banks of the west coast of Vancouver Island. The Carrier Dove was formerly a codfisher and operated between the sound and Bering sea.

The Silver Wave, which has heretofore been an Arctic trading craft, is also being fitted out for the halibut banks. She will be in command of Capt. Thompson, formerly of this city, when she leaves for her cruise.

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FISH SUPPLY OF THE ATLANTIC.

Cod, Haddock and Other Varieties Freely Contributed to the Markets.

Pacific Coast Supplies Salmon and Considerable Halibut.

Promptly each week, by some mysterious dispensation of custom and the cook, on the Friday dinner plate appears an appetizing bit of fish. By the average preoccupied mind, says the Boston Transcript, it is taken for granted; or Friday and fish appear to have been ordained for each other like ham and eggs. There appears now to be more than a slender chance that the fish day may extend to include the whole week. The boycott of the cow is the profit of the cod. If the meat strike were to take such a turn it would find the resources of the Atlantic fishing fleet very little embarrassed. There are plenty of fish in the sea; there are also plenty of fishing schooners to go after them, and plenty of bronzed and rugged men ready to take a chance in the winter gales of the North Atlantic, and the Pacific. Two oceans contribute to the fish supply of Boston, and not infrequently the fresher product comes across the continent.

It is known to those who watch proceedings at Gloucester and at T wharf that the fishing fleet is smaller in winter than in summer. When the fall storms begin to come rattling down the coast there is a disposition among many of the Nova Scotian captains, the Portuguese captains from the Cape, and some of those who sail out of Gloucester, to stay ashore until early spring. Many a familiar schooner, one day in November, goes loafing down toward Boston light and does not return until after a two or three months' bear-sleep. This leaves a freer field for those who stay in the trade. Winter prices are apt to be better; but winter fishing is a different proposition. Fishermen complain but little;

they mostly dislike to talk of their "little exploits," as they term them; but they make no secret of their dread of the rigors of winter fishing.

Our Halibut Nearly All Pacific.

Thus our winter fish come from the waters of two oceans, and one kind of it, at least, almost entirely from the Pacific. Three-quarters of the halibut consumed in Boston and its vicinity are caught in the straits and bays among the islands of British Columbia and Alaska. It was a New England firm that first realized the possibilities of this harvest. It is a New England firm that is now, in a different sense, realizing. All the winter, a fleet of five steam trawlers goes out from Vancouver to ply 500 miles up the coast for halibut. Their names are Kingfisher, Manhattan, Flamingo, Celestial Empire and New England. The Spray is the only steam trawler of the Boston fleet. She did not, as was once expected, introduce a type of vessel to supplant the schooner in Atlantic waters. But for navigation among the islands of the Pacific coast, schooners are practically out of the question. The passages are deep and narrow; the tide sets through at almost all waters with terrific currents, and often the steam trawlers, with all their power, barely make headway against it. An official of the company tells of coming through one of these narrow runs in one of the trawlers when it came to a question whether she could make headway. For a time he was obliged to watch the rocky shore to note whether the bow was gaining on the tide current. Such waters are not hospitable to sailing crafts.

One-third of the salmon consumed in Boston are taken in the Pacific. This catch is made chiefly in small boats of the power dory type. In a year we get 12,000,000 pounds of halibut from the Pacific, and 8,000,000 pounds of salmon. The steam trawlers average three days

getting their catch to the shipping point. It is a run of 550 miles up the British Columbian coast to the Alaskan fishing grounds. The trawlers have on occasions made the trip back in 50 hours. The fish come across the continent chiefly on the Canadian Pacific railway, in refrigerator cars attached to the through passenger trains. They are six days in transit, making nine days, for an average, from water to consumer. This is what gives the Pacific fish its favorable position in the market. The schooners of the Atlantic fleet are sometimes as long as three weeks getting back to port. This results, at times, in diners sitting at restaurant tables on Atlantic avenue, not a biscuit's toss from the sea, and partaking of fish from the Pacific.

New System of Freezing Fish.

The Western fisheries were slow in developing on account of the long distances for transportation and the scattering population of the Western states. They could probably not have been developed but for the system of freezing by which fish are now preserved. The company which has built and manned these Pacific trawlers is now erecting a large freezer at Ketchikan, Alaska. A new township of Belleannie has been established, with the full dignity of a United States post office, and the nucleus of a flourishing settlement has been supplied. The place is so situated as to attract smaller fishing boats and should, in time, become a general shipping port. For the better preservation of these fish, they are frozen almost while they are still alive. The old method was to sell what was possible to sell and freeze the rest. Experience showed that a dealer took out of the freezer just what he put in—a product that was somewhat stale. Today the fish that are frozen are frozen fresh, and the fish that come out of the freezers are also fresh. The method has been improved upon to this extent: Lately, in freezing the fish, they are dipped in fresh water and placed in the refrigerator with a thin but complete coating of ice to keep away the action of the air.

There has been discussion of the feasibility of introducing new kinds of Pacific fish in the Eastern market. Halibut and salmon are but a small part of the available catch. They happen to be the two kinds that Easterners know and like. But there are also plenty of other kinds of fish in the sea which Easterners do not know, and might like if they did. There are, for instance, 30 varieties of salmon other than the kind we receive, among them a certain "salmon trout," which is reputed to be especially palatable. There is also a "black cod" equal to any we have in Atlantic waters, black of skin, but with meat that is pure white. In general, however, it is such a risky and laborious process to introduce a new article of food that the fisheries companies have been willing to furnish only that for which there is steady demand.

The Catch for a Year.

Four varieties of fish, besides the halibut, are the great staples of the Atlantic catch: cod, hake, pollock and haddock. A year ago next month, the New England Fish Exchange began to keep a record of the number of pounds of each kind of fish brought to T wharf. As the catch goes by months, the figures for the past year, in these four varieties are:

Pounds.		
1909	Cod	Hake
February	1,200,000	340,000
March	2,300,000	370,000
April	2,000,000	450,000
May	2,000,000	750,000
June	2,300,000	1,000,000
July	2,600,000	700,000
August	3,000,000	700,000
September	2,700,000	1,000,000
October	2,300,000	2,000,000
November	2,000,000	1,500,000
December	1,200,000	800,000

Pounds.		
1909	Pollock	Haddock
February	223,000	4,800,000
March	307,000	5,100,000
April	326,000	4,450,000
May	300,000	2,200,000
June	300,000	2,500,000
July	750,000	2,500,000
August	1,000,000	2,700,000
September	1,000,000	3,800,000
October	2,000,000	3,600,000
November	150,000	2,500,000
December	1,000,000	2,400,000

Out from T wharf day by day this fleet of vessels scatters to Georges, to LaHave Banks, to Vineyard Sound for bluefish in their season, to the Cape shore, some far to sea, some keeping well inshore to cover at the sight of storm clouds. They come back sometimes with shrouds pencilled in white of ice coatings, and sails in tatters or spars split or snapped; but they almost invariably come back, and bring for the most part, good fares. Locally these fish go through the various avenues of trade, wholesale, retail and peddler's cart, by a system which threads through every vein of the city's life, carrying the product to the stairway of the tenement and to the kitchen

door of the villa. The Polish Jew buys his flounder at the peddler's cart; Julia O'Grady trots down to the market to look over the stock for herself; the colonel's lady telephones the dealer. Shipments to a distance are handled by a few delivery companies, and the employees sedulously avoid T wharf teams if they possibly can, under the impression that work is "heavy." It is, but that, according to one of the drivers of a wharf team is nothing against it. Says he:

"I wouldn't swap wagons with any man on the seats. Sure them boxes is heavy; but all you have to know is how to handle 'em. Now, of course, what some of the fellas object to is the smell. I own you can't get it out of you. It's not a bad smell in its way; kinda bracing; only folks don't take to it second-hand. I've been to a theatre o' hot nights when it got that prominent I thought it was my dooty to get up and go."

Monday, Tuesday and Wednesday are the good market days. If the schooner misses these, he misses what are usually the best prices. Friday, on T wharf, is a day of rest.

Because we in Boston are so plentifully supplied with seasonable sea foods the year round, it by no means follows that all the other cities of the land, even the coast cities, are as fortunate. The fish company which rushes halibut across the continent does this in the faith of a firm, all-the-year-round taste for fish on the part of a few cities that know good fish when they taste it. Good fish are doubtless obtainable all over the country, but they frequent the hotels and the steeper inclines of the menu card, as we realize when guests from the Middle West come rushing into Boston ravenous for fish fresh out of salt water. It may require something like a meat boycott to inform us of the adequacy of our fleet. If the meat boycott ever makes its appearance in the flesh, the answer is: Fresh fish.

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ENDORSED THE QUEST FOR MACKEREL

Board of Trade Ask Fisheries Bureau to Continue Work.

The Board of Trade, at a meeting of its directors last evening, showed its interest in the work of mackerel research, by expressing to the Bureau of Fisheries its appreciation of the work done in this line last season by Capt. Jerry E. Cook in the Grampus, and also by voting to ask the department to continue the work this season and to make it still more valuable by having a steam craft equipped with wireless outfit for the purpose.

The directors met at 8 o'clock, re-elected Thomas J. Carroll as presi-

dent and Fred A. Pearce as vice president.

A committee of three was appointed to bring in a list of committee appointments.

A delegation of five members was appointed to attend the convention to be held at Boston in the interest of deeper water ways.

The board voted to indorse the bill restricting the hours of child labor.

The matter of a committee on retail dealers was referred to the committee on committees.

The board and friends are soon to listen to a lecture on savings bank insurance, by H. W. Kimball, field secretary of the Savings Bank Insurance League.

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Newfoundland Banks.

All the bankers on the West coast of Newfoundland are now being made ready and crews engaged for the coming season's operations which will be commenced about the middle part of March. In view of last year's good catches, but little difficulty is experienced in getting men, nevertheless good wages are offered. This amounts to \$175 for sharemen and more if they make it, or as an alternative \$16 per thousand fish, which means about \$16 for each 20 quintals they catch each or \$32 per dory.

Fish Control Planned.

Efforts at a more efficient control and centralization of the fishery industry are being made at St. Johns, N. F. The first annual report of the St. John's Board of Trade, of which body all the leading firms engaged in the fish trade are members, advocates a better system of cure, standard packages, an official cull, regulation of the lobster catch, speedier ocean transit, development of fresh fish operations, and other important changes.

Westerners Reject Dogfish.

The dogfish is rejected as an article of food along the Illinois and Mississippi rivers. It was stated by the representative of the fish house that Hebrews are the principal consumers of the live fish, as they demand that their fish be sold to them while still alive. A reduction in the express rate from Alton to Philadelphia has caused the beginning of big shipments from Alton.

Sailed on Late Herring Trip.

Sch. Indiana, Capt. Almon D. Malloch, sailed yesterday afternoon for Bay of Islands, for another load of salt herring. This is the third trip of the vessel this season, her last voyage being made in the record breaking time of 17 days. Herring are reported plenty at Bay of Islands and no ice in the gulf.

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Big Crawfish.

F. B. Bruce, of Pensacola, Fla., has a crawfish which local seafaring men say is the largest ever captured. The crustacean measures four feet and two inches in length. The distance between the tips of the legs when spread out is 30 inches. The spread of the tail is nine inches and the width of the body is five and one-half inches. The crawfish has two pairs of anterior antennae, or front feelers. The length of the major antennae is 30 inches, while the minors are 14 inches long. It was captured on the Elle Kran reef, 60 miles off the Mexican coast by Capt. R. L. Edmondson, of the sch. Henrietta G. Martin, formerly of this port. Its weight is 11 1-2 pounds, and estimated age 45 years.

Portland Fish Notes.

Thursday arrivals:

Schs. Katie L. Palmer, Albert W. Black, Mary E. Sennett, Edmund F. Black, Eva and Mildred, Angie B. Watson, fishing, (all put back empty—too rough for fishing.)

Stocked \$2600 on Haddock Trip.

Sch. Cynthia, Capt. Geoffrey Thomas stocked \$2600 on her haddock trip at Boston yesterday, the crew sharing \$67 clear. Capt. Thomas a high line of the haddock fleet and is now up to the \$20,000 mark for stock.

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LOST PORTION OF KEEL.

Sch. Susan and Mary Will Repair at Yarmouth, N. S.

Sch. Susan and Mary, which was recently ashore on a ledge near Cape Negro, N. S., and which was floated and made Shelburne, N. S., leaking badly, was towed to Yarmouth and put on the railways there. About 25 feet of her keel is gone aft. This will be repaired and the craft will fit out and proceed on her voyage from Yarmouth. Her fare of 35,000 pounds of fresh fish was sold there.

Pensacola Fish Notes.

The past week has been a record breaking one for the fishing companies here. Warren & Co., had the smack Osceola with 30,000 lbs. red snappers, Arceola with 24,000 pounds of the same species, Clara P. Sewall, 14,000 pounds snappers, and Wixond with 15,000 pounds. E. E. Saunders & Co. had the Sheffield with 24,000 pounds snappers and 4,000 pounds groupers; Clara M. Littlefield, 18,000 pounds snappers and some groupers; John M. Keen, 18,000 pounds snappers and 4,000 pounds groupers; Clara R. Harwood, 26,000 lbs. snappers and 6,000 lbs. groupers; Ruth A. Welles, 32,000 pounds snappers and 4,000 pounds groupers; Angelina, 22,000 pounds snappers, and the Minnie W., 16,000 pounds snappers and 4,000 pounds groupers.

When the smack Favorite last arrived in port, it was her second trip within three months, in which her mast had gone by the board. Captain Neilson reported that the vessel had reached Campeche Banks, and fishing had begun when the spar snapped off. As the weather was not rough, he cannot account for the mishap unless it was due to dry rot.

Labrador Fish in Europe.

The Merchant Marine, of Halifax says: "The Mediterranean situation, except for Labrador fish, is strong. This has resulted in a weakness in Labrador, and as a consequence several cargoes have come to Nova Scotia which will keep up the supply here available for the West Indies. It is estimated that recent importations of Labrador fish run from twenty to thirty thousand quintals. In pickled fish the mackerel market is strong, there being insufficient stock here to meet the requirements. Herring are in over supply. Alewives are in short supply, and the price has advanced. The market is bare of salmon.

"There have been several arrivals at Oporto, and as consumption has not improved, there is considerable increase in the stock.

"In Greece the stock of Labrador fish on the 28th ult., was 20,000 quintals, with four cargoes and a quantity of casks on the way up, and French fish of superior quality is underselling."

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Motor Boats For Fishermen.

The fishermen at South Side, Cape Island, N. F., are nearly all supplied with motor boats this season, and they thoroughly realize the great advantage. It enables them to tend farther at sea than ordinary, with less risk of being blown off. With no land to leeward, they push out from their straight shore for a distance of five miles, before a brisk nor'wester with a black looking sky. If it comes down too tough, their engines are equal to it, and there is no doubtful beating dead to windward in order to reach land.

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RECEIPTS LIGHT, PRICES WAY UP.

Only Four Trips of Fish at T Wharf.

Receipts are light at Boston today. There are only four trips in, two market boats and two off shores. Prices are way up and the latter, having fine fares, are in for big stocks.

Sch. Onato has 63,000 pounds and sch. Alice M. Guthrie 70,000 pounds, and with haddock at \$3.50 and cod at \$4.50, it is easy to see that the crews of these crafts have a fine dollar coming to them.

The dealers are looking for a large number of the market boats, should there be a fish day Sunday, and a few of the off-shores may be sandwiched in with them. It is a good guess that the week will start in with fine prices.

For the week ending Thursday there were 88 arrivals with 1,697,000 pounds of fresh fish, at T wharf, Boston, against 70 arrivals with 1,275,700 pounds for the corresponding week last year.

The receipts in detail are:

Boston Arrivals.

Sch. Mary Edith, 3000 haddock, 2000 cod, 2000 pollock.

Sch. Alice M. Guthrie, 50,000 haddock, 20,000 cod.

Sch. Margaret Dillon, 7500 haddock, 2000 cod, 1000 cusk, 2000 pollock.

Sch. Onato 42,000 haddock, 21,000 cod.

Haddock, \$3.50 to \$3.85 per cwt.; cod, \$4.50; pollock, \$5.

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POLLOCK PLENTY IN THE BAY.

Rough Weather However Prevents Fishing Operations.

Arrivals here are pretty good for the last of the week, yesterday afternoon three of the market boats landed small fares at the Fort and sch. Effie M. Prior came in with a small catch of pollock. From Georges the handliner Arthur D. Story had a good catch and this morning sch. Ingomar, Capt. Horace Wildes, came in with 50,000 pounds of fresh fish from Georges.

Capt. Wildes has made one of the quickest trips of the winter, as she only left here Monday and got in early this morning. The market boats in yesterday were schs. Maud F. Silva, Yankee and Blanche F. Irving.

Capt. Prior of sch. Effie M. Prior reports that he never saw any more pollock than he saw off here schooling yesterday, but unfortunately it was too rough to do much fishing. He says there were pollock schools in whatever direction one chanced to look.

From Grand bank is sch. Mooween, Capt. Daniel McDonald, with a small halibut fare. Contrary to Boston reports, the vessel did not stop at Halifax to land Capt. McDonald, on account of illness, but came direct hence from the "southern edge."

The arrivals and receipts in detail are:

Today's Receipts and Arrivals.

Sch. Maud F. Silva, shore, 4000 lbs. fresh fish.

Sch. Blanche F. Irving, shore, 1000 lbs. fresh fish.

Sch. Yankee, shore, 4000 lbs. fresh fish.

Sch. Effie M. Prior, 4000 lbs. pollock.

Sch. Arthur D. Story, Georges, 20,000 lbs. salt cod, 3000 lbs. halibut.

Sch. Mooween, Grand Bank, 1500 lbs. halibut.

Sch. Ingomar, Georges, 50,000 lbs. fresh fish.

Sch. Rex, via Boston.

Sch. Esther Gray, shore.

Sch. Ida S. Brooks, shore.

Sch. Rita A. Viator, shore.

Sch. Catherine D. Enos, shore.

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Feb. 21.

Vessels Sailed.

Sch. Eugenia, haddock.
Sch. Indiana, Newfoundland salt herring trip.
Sch. Effie M. Prior, pollock.
Sch. Lucania, haddock.
Sch. Benjamin A. Smith, haddock.
Sch. Walter P. Goulart, shore.
Sch. Clara G. Silva, shore.
Sch. Mary DeCosta, shore.
Sch. Emily Sears, shore.
Sch. Actor, shore.
Sch. Mary Edith, Boston.
Sch. Annie and Jennie, shore.
Sch. Maud F. Silva, shore.
Sch. Margaret Dillon, shore.
Sch. Blanche F. Irving, shore.
Sch. Alice, shore.
Sch. Edith Silveira, shore.
Sch. Yankee, shore.
Sch. Helen B. Thomas, shore.
Sch. Ellen C. Burke, shore.
Sch. Hortense, shore.
Sch. Tecumseh, shore.
Sch. Corona, halibut.
Sch. Margie Smith, pollocking.
Sch. Olive F. Hutchins, pollocking.
Sch. Jennie H. Gilbert, pollocking.
Sch. Thomas J. Carroll, pollocking.
Sch. Almeida, pollocking.
Sch. Dauntless, pollocking.
Sch. Eglantine, pollocking.
Sch. Florida, pollocking.
Sch. Reliance, pollocking.
Steamer Nomad, pollocking.
Steamer Quoddy, pollocking.
Steamer Mystery, pollocking.
Steamer Bryda F., pollocking.
Steamer Jeffery, pollocking.
Sch. Mary Emerson, pollocking.

Today's Fish Market.

Bank halibut, 14 cts. per pound for white and 11 cts. for gray.
Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.50.
Trawl salt Georges cod, large, \$3.50; mediums, \$3.
Large salt handline Georges cod, \$3.50; mediums, \$3.00.
Trawl bank cod, large, \$3 per cwt.; medium, \$2.75; snappers, \$1.50.
Salt cusk, large, \$2.50 per cwt.; medium, \$2; snappers, \$1.
Salt pollock, \$1.25 per cwt.; salt haddock, \$1.25; salt hake, \$1.25.
Splitting prices for fresh fish, Western cod, large \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.60; medium cod, \$1.40; cusk, \$1.60 for large, \$1.20 for medium and 50c for snappers; haddock, 80 cts.; hake, 90 cts.; pollock, round 65 cts., dressed 70 cts.

Feb. 21.

Portland Fish Notes.

Lord Brothers have given up their fish curing plant at South Portland and have moved all their business from there into the large three story warehouse midway on Central wharf which they have leased for a term of years, and will use in connection with the buildings now occupied by the firm on the other side of the wharf. The fish curing business heretofore carried on at the South Portland plant will be carried on at the new location, which is nicely adapted for the business, having railroad tracks on each side of the building, while fish can be landed from vessels directly into the building. Extensive repairs are to be made at the new location, a large elevator has been installed and the roof of the building will be covered with flakes for the curing of fish.
Not for a long time has there been such a scarcity of fish in this market as at the present time and the fishermen are feeling pretty blue. Day after day the past week the local fleet has put to sea, but on getting outside have found it impossible to set their trawls owing to the heavy seas, and were forced to return with empty tubs, only a few of the most venturesome succeeding in making any kind of a catch. As a result the market is almost bare of fish, but more settled weather is looked for this week.

Will Command Steamer Bessie M. Dugan.

Capt. John F. Vautier will now take command of steamer Bessie M. Dugan in the pollock seining fishery.

Good Stock.

Sch. Rex, Capt. John Grady, stocked \$2189 on her recent haddock trip, the crew sharing \$53.10 clear.

Feb. 21.

Nova Scotia Fishermen Arrive.

Quite a number of fishermen came from Nova Scotia yesterday to engage in the salt bank fishery. Several of the trawl bankers will begin to fit out this week and the fleet will be smaller than usual as most of the bankers are figuring on going dory handlining.

FISH DEALERS OBJECT.

Do Not Like the Site Suggested by Woodward Emery.

While it has been generally understood that everybody interested, including the men identified with the fish industry, their patrons, the committee on metropolitan improvements of the chamber of commerce and the executive committee of the chamber, have long been satisfied to relocate the T wharf fish industry on the Commonwealth lands in South Boston on the Commonwealth pier off Northern avenue, considerable new interest has been created by the publication of an interview in which ex-Chairman Woodward Emery of the harbor and land commission suggests a different and less accessible location for the industry. This new suggestion would place the industry over half a mile easterly of the proposed site on Commonwealth pier, along the proposed Northern avenue extension.

The fish dealers will be satisfied with either one or two propositions they have made to the harbor and land commission, one the leasing of Commonwealth pier, the other the leasing of a pier to be extended just to the east of the Commonwealth pier. Both call for a present street connection by way of D street, extended from Summer street to Northern avenue, with the stipulation that this may be superseded by an overhead street when the land of the surface is needed for a freight yard.

A. C. Burnham of the firm of Blodgett, Jones & Burnham, counsel for the fish dealers, however, has made it clear that the location proposed by Mr. Emery is very unsatisfactory and will not be acceptable to the dealers and those interested in the industry.

Mr. Burnham has said: "It is a market and not a warehouse proposition, and for this reason the location of the industry must be accessible. The site suggested by Mr. Emery is not accessible. The two sites acceptable to the dealers are located within a short walk of the end of the street car line on Summer and D streets."

Mr. Burnham has made it clear in his statement of the facts, which has already been printed in the Globe, that under the most hopeful conditions the site suggested by Mr. Emery will be a mile from the street car line.

Mr. Burnham also explained that 60 per cent. of the fish are shipped by rail to all parts of the country and for that reason it is essential that the industry be located where it will be easy to team the fish to the freight sheds without danger of delay.

Mr. Burnham also suggests that it now has become a matter of the choice of two evils, that of permitting the industry to remain where it is on T wharf or of relocating it at or adjacent to Commonwealth pier.

Feb. 21.

POLLOCK FLEET ONLY ARRIVALS.

Fish Plentiful But Weather Prevents Fishing.

There's nothing but pollock at this port this morning and not too much of that. All the fleet have been in and out since Saturday, but generally speaking, they found it much too rough to fish. They all report lots of pollock schooling off here and several of the fleet have pushed out again this morning, hoping to get a set at them.

On Saturday afternoon the steamers Quoddy and Nomad got in just before dark, the former with 20,000 and the latter 35,000 pounds. They reported bad weather for fishing and the fleet generally doing but little. During the evening, sch. Effie M. Prior, Capt. Elroy Prior, came in with a nice catch, 35,000 pounds, which he landed, and went right out again.

Sunday afternoon, practically all the fleet came back, having done little or no fishing and others came during the night. This morning sch. Eglantine landed 11,000 pounds, which she took Saturday and sch. Florida had 10,000 pounds. Sch. Reliance brought in 8000 pounds. The rest of the fleet which came in, had no fish. The arrivals and receipts in detail are:

Today's Arrivals and Receipts.

Sch. Effie M. Prior, shore, 35,000 lbs. pollock.
Sch. Eglantine, shore, 11,000 lbs. pollock.
Steamer Quoddy, shore, 20,000 lbs. pollock.
Steamer Nomad, shore, 35,000 lbs. pollock.
Sch. Florida, shore, 10,000 lbs. pollock.
Sch. Reliance, shore, 8000 lbs. pollock.
Sch. Actor, shore.
Sch. Emily Sears, shore.
Sch. Rita A. Viator, shore.
Sch. Mabel E. Bryson, shore.
Sch. Almeida, pollock seining.
Sch. Margie Smith, pollock seining.
Sch. Dauntless, pollock seining.
Sch. Flora J. Sears, shore.
Sch. Mary A. Whalen, Boston.
Steamer Bryda F., pollock seining.
Steamer Nomad, pollock seining.
Steamer Quoddy, pollock seining.

Today's Fish Market.

Bank halibut, 14 cts. per pound for white and 11 cts. for gray.
Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.50.
Trawl salt Georges cod, large, \$3.50; mediums, \$3.
Large salt handline Georges cod, \$3.50; mediums, \$3.00.
Trawl bank cod, large, \$3 per cwt.; medium, \$2.75; snappers, \$1.50.
Salt cusk, large, \$2.50 per cwt.; medium, \$2; snappers, \$1.
Salt pollock, \$1.25 per cwt.; salt haddock, \$1.25; salt hake, \$1.25.
Splitting prices for fresh fish, Western cod, large \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.60; medium cod, \$1.40; cusk, \$1.60 for large, \$1.20 for medium and 50c for snappers; haddock, 80 cts.; hake, 90 cts.; pollock, round 65 cts., dressed 70 cts.

Feb. 21.

T WHARF DOCK FULL OF FISH.

Prices Well Maintained Despite the Glut.

It is a "full house" at T wharf this morning, with every inch of the space in both basins and at the end of the wharf filled with crafts, with schooners, with fresh fish fares. In all 47 crafts are reported, five being off-shore vessels and the rest shore boats. The former have good fares and the majority of the latter are well fished, some having extra large catches. Prices are good.

Off-shore haddock brought from \$2.50 to \$3, with \$3 to \$3.50 for shores. Large cod brought \$4 to \$5.50, hake were way up, \$4 to \$6 and pollock \$1.75 to \$2.50.

The steam trawler Spray tops the list with 67,000 pounds, mostly haddock, and the other off-shore vessels, schs. Romance, Muriel Manhasset and Lillian have from 40,000 to 55,000 lbs.

In the shore fleet sch. Gladys and Nellie Capt. Frank Watts heads the column with 31,000 pounds which means over \$1000 for stocks. Sch. Clara G. Silva has 28,000 pounds, mostly haddock, all taken on one set of the trawls; sch. Evelyn M. Thompson has 27,000 pounds, sch. Metamora 25,000 pounds and sch. Mary B. Greer 23,000 pounds, the latter having quite a bunch of hake in her fare.

Many more of the market boats have fares which will pay well, among them schs. Maud F. Silva, Stranger, Manomet, Washakie, Alice, Walter P. Goulart, Emily Cooney, Mary E. Cooney, Helen B. Thomas, Aspinet, Ida S. Brooks, Belbina P. Domingoes and Mildred V. Nunan.

Schs. Little Fanny and Thomas J. Carroll are at the dock with fares of pollock and about all the market boats have some pollock in their catches.

The receipts in detail are:

Boston Arrivals.

Sch. Mary DeCosta, 6000 haddock, 4000 cod, 1000 hake, 4000 pollock.
Sch. Nettie Franklin, 3000 haddock, 1000 cod, 6000 pollock.
Sch. Elva L. Spurling, 2000 haddock, 2000 cod, 2000 pollock.
Sch. Evelyn M. Thompson, 20,000 haddock, 2000 cod, 4000 hake, 1000 pollock.
Sch. Belbina P. Domingoes, 12,000 haddock, 2000 cod, 2000 pollock.
Sch. Edith Silveira, 3000 haddock, 3000 cod, 5000 pollock.
Sch. Ida S. Brooks, 12,000 haddock, 400 cod, 500 pollock.
Sch. Aspinet, 17,000 haddock, 1000 cod.